

(ESTABLISHED 1881)

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(E. J. LOPES,
On Hongkong Telegraph Office
Hongkong, 24 March, 1968) [1968]

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Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. Rud. Meyer	WEDNESDAY, Noon, 18th November.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GORDEN" Capt. B. Wilhelm	About WEDNESDAY, 18th November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANNA" Capt. J. Minssen	THURSDAY, Noon, 19th December.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sambill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th November, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	DUMBEA	Boyer	23rd Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	 Girard	7th Dec., at 1 P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Goujonnet	8th Dec., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 10th November, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.) VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND via VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

1. COORSE 26th Nov. 2. AMIRAL MAGON 11th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE

AGENTS

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 10th Nov., 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMONG	JAPAN	First half Nov.	JAVA	First half Nov.
TJIMANT	JAVA	First half Nov.	AMOY	Second half Nov.
TJILATJAF	SHANGHAI	First half Nov.	JAVA	Second half Nov.
TJIKINI	JAPAN	Second half Nov.	JAVA	Second half Nov.
TJIPANAS	JAVA	Second half Nov.	SHANGHAI	Second half Nov.
TJIBODAS	JAPAN	First half Dec.	JAVA	First half Dec.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor, Hongkong, 5th November, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsen, Canton, or to their Agents:

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

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INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

AGENTS

Hongkong, 10th Nov., 1908.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Storage will be Open at 4 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAIN, Manager.

Hongkong, 22nd Jan., 1907.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 57 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 10th Nov., 1908.

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THE SHANGHAI RACES.

THE SECOND DAY.

Shanghai, 7th November. Though yesterday was a dull day, the sport at the race-course was of better class than on the previous day, for the course itself was in much better condition and rain held off. In consequence, the attendance was larger, but, even so, it was not as large as was expected, the fair sex in particular being but sparsely represented. The buildings looked better than yesterday and the ground underneath was almost quite dry, which permitted promenading on the lawns.

The racing opened with the Northern Cup, for which the winner of the Criterion Stakes—Gemini—was made a hot favourite, with Mr. Buxey's York Rose next in demand. The race, however, looked like a certainty for Mr. Jedmor's Sokol shortly after the start was entered, but this bad-tempered pony refused to finish and ran half way across the track before Mr. Dalgarno could get him under control. Owing to the vagaries of Sokol, York Rose was let in and won by three lengths from Pelio, who was never prominent until the straight was reached, with the favourite third. In the second race—the China Cup—Mr. Copehagen's Shock worthily repaid the confidence reposed in him by his admirers and won a well-run race by half a length from Elm Tree and Jupiter, who were bracketed as finishing together in second place. This was one of the best finishes of the meeting, for Elm Tree and Shock were fighting the finish out together when Jupiter shot forward, coming across the track last. Mr. Saxo-Borussia's pony seemed to bump Elm Tree, throwing him out of his stride, and thus allowing Shock to gain sufficient advantage to win by. Elm Tree finished well, but had bad luck. The fourth pony—Huntsman—was only half a length behind. Mr. Barley's Moriak earned the right to contest the Champions by annexing the Shanghai Stakes, in which he was opposed to Brockton, among others. It was generally considered that the race lay between these two and so it turned out to be, but Moriak won in a canter, with his jockey looking round on the others, and Brockton filled second place, a length ahead of Sagittarius, whose final run was a splendid one, as he had to come up from last, right round the field. Medfield was a hot favourite for the Pagoda Cup, with Kandahar Chief and Elm Tree next in demand, but the first mentioned did not give his backers much of a run for their money. Kandahar Chief landed the race, but only after a very determined struggle with Double Zero, who went out with but few supporters. There was a set-back in the Llama Miao Stakes, when Stirrup Cup got home in front of Myrtle Tree, for the former was hardly thought of in the betting, Myrtle Tree and Heathfield being the two most fancied, with Glorious Rose and Antaeus well supported. But Mr. Toeg's pony ran exceptionally well, leaving the field when Mr. Hayes called on him and he won practically as he liked. In the succeeding races favourites scored—Sure in the Rubicon Stakes and Dupephalus in the Racing Stakes—and in the case of Sure there was never any danger after the last half mile had been entered upon. Mysore Chief paid well in the Sycee Stakes and the second pony gave backers a good return for their investment. The meeting of Gemini and Spring Rose in the last race of the day invested it with a good deal of interest, but Mr. Ballous' spotted pony won very comfortably. The meeting between Moriak, Gemini and Brockton in the Champions-to-day will be the most interesting trial of the meeting and all three will be well supported.

THIRD DAY'S EVENTS.

5th November.

The third day of the 1908 Autumn meeting of the Shanghai Race Club was even worse from the point of view of weather, than either of the preceding days, for a fine rain fell continuously throughout the day, and not once did the sun shine. The course was in a very heavy condition, being thoroughly soaked, and the times of the various events were slower than usual. The meeting has been an unfortunate one and the attendance on each day has been very small compared with attendance in recent meetings. The sport was ruined by the weather and the condition of the course, and the popular fancies did not do at all well.

Antaeus, Tibo and Myrtle Tree carried most of the money in the first event, Jubilee Rose only having seventeen supporters (six for a win and eleven for a place), but those six were well rewarded for their faith in Mr. Buxey's pony, collecting \$100.50 for each, \$5 invested. Elm Tree was another disappointment to backers in the Pou-ming Cup, being a very strong favourite both for a win and a place, but he could get no nearer than fourth. Jupiter, Kirkby, Shock and Kandahar Chief were all well backed, so that the dividends were fairly good. Dupephalus was the most fancied, for the Cosmopolitan Cup, and though left at the post Mr. Ballous' bay made a splendid run home, being sent through the field at the right moment by Mr. Moller, and he landed the race by a length. Imperial Rose was also well supported, Speed and Palm Tree being next in demand. Mysore Chief and Huntsman, with Squire Cannington next in request, were the chosen ones for the Grand Stand Stakes and the only failure was that of Squire Cannington, who finished fourth, Huntsman winning with the greatest ease, after having had to make up several lengths on Speed after passing the Monument. Huntsman's dividend (\$22.00) must be considered very satisfactory. Mr. Buxey's Spring Rose seemed easily the pick of the field in the Pari-mutuel Cup and was installed as a very firm favourite, with Mohawk Chief and Chaphals next in request. Manchu King, however, upset calculations by winning from Mohawk Chief and his backers received \$67.20 for their investment (about 12 to one against). Double Zero's running on the two preceding days was responsible for his being the favourite for the Manchu Stakes, for non-winners and he justified the choice by winning from a field of sixteen. Medfield, the

second choice, being third. Myrtle Tree's only win came in the Consolation Cup, for which Mr. Marshall's pony was most fancied, with Aganite and Speed next in demand, and Superb and Glorious Rose well supported. The three places were filled by the favourites and consequently dividends were only small.

For the Champions there was a field of twelve, but most interest was centred in Moriak (who had won three times before) Brockton (winner of last year's autumn Champions) and Gemini. The running of the latter in the rain-soaked track had gained him many admirers and for a win he had 360 backers on the pari-mutuel against Brockton's 311 and Moriak's 171. Sure (95) and York Rose (50) being next in order. For a place Brockton had the greatest number of supporters (24), with Gemini (336) Moriak (127) and Sure (118) next in request. Sagittarius had 30 backers for a win and 75 for a place. The race was an excellent one, the finish between Gemini and Sagittarius being well worth going a long way to see. The last event was a scramble, twenty ponies in a seven furlong flutter, and the favourite won. The meeting will be continued on Saturday, when non-winners will have another opportunity vouchsafed them, and the 'Grand National' will be run off.—Shanghai Times.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 11th November, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

ALSO

ONE COTTAGE PIANO by Haake,

AND

TWO FOWLING PIECES.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th November, 1908.

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Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEA MENBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard, Reading, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1908.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908.

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D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, light-toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1908.

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THERAPION MAY NOW ALSO BE OBTAINED IN DRARGE (TATTOOERS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

THERAPION No. 1

This successful and highly popular remedy, used in the Continental Hospitals of Vienna, Zurich, Vichy, and others, combines all the elements to be sought in a medicine of the kind, and cures every kind of disease.

THERAPION No. 1 is a remedy which, taken only a few days, removes all the charges, effectually suppressing the use of the drug, and does irreparable harm by laying the foundation of structure and other serious diseases. It is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 2

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 3

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 4

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 5

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 6

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 7

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 8

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 9

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

THERAPION No. 10

This remedy, which is a powerful irritant of the liver, bowel, cough, and of the skin, it will be found, after a few days, to produce a relief where other well-tried remedies have failed.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.GREAT
CASH SALE
of
Household
Furnishing
Goods.

Now Proceeding.

ART MUSLINS.
ART SERGE.BEDSTEADS
BLANKETS.
BEDSPREADS.CARPETS.
CANDLE-SHADES.
COIR MATTING.
COOKING
UTENSILS.CREPES.
CRETONNES.
CROCKERY.
CRUMB CLOTHS.
CUSHIONS.
CURTAINS.FENDERS.
FIRE IRONS.
FURNITURE.LINOLEUMS.
LAMP SHADES.

RUGS.

SATEENS.
STAIR LINENS.
STOVES.

& Co., & Co., & Co.

GREAT
BARGAINS.POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 7th November, 1908.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th of November,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th of November, at 9.30 A.M.
All Claims must reach us before the 15th of
November, 1908, or they will not be recognized.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

THIS STEAMER BRINGS CARGO.
Ex S.S. *Cobota* from Venice.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 5th November, 1908.

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "SIKH,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk in the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th instant will be
subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
5th December, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 6th November, 1908.

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo, from London ex
s.s. *Dordogne* and *Douro*, from Havre ex
s.s. *Douro*, and from Bordeaux ex s.s. *F. Morl*
in connection with above Steamer
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valuables
are being landed and stored at their risk in the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
after MONDAY, the 16th November, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 16th November, or they will not be recog-
nized.

All damaged packages will be examined on
MONDAY, the 16th November, at 3 P.M.
No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 9th November, 1908.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"PALERMO,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZEE AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon, whence
delivery may be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
intimation is given to the contrary before
6 hours.

Goods not cleared by the 16th inst., at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 9th November, 1908.

JAPAN'S FORTIFIED BASES
AND DOCKS.

A. N. S. L. writes as follows to the *Naval and
Military Record*:—
Comparisons have recently been drawn be-
tween the fighting forces of Japan and the
United States, generally in favour of the for-
mer. Superiority of armaments must have a
co-factor in the shape of fortified bases, coaling
stations, and an adequate supply of docks.
One of the factors that helped to gain Japan
indirectly, victory in the battle of Tsushima
was her splendid docking accommodation.
Our ally occupies a strong strategic position,
and has reinforced Nature by a splendid sys-
tem of docks and fortifications. Japan's forti-
fied positions front the Asiatic coast for nearly
2,000 miles in an almost unbroken chain.
First of his chain and stations are Formosa
and the Pescadore, right in the approach from
Hongkong, with a fine harbour and coaling
station at Keelung. It runs Formosa the Rio-Kiu
Islands run north to the Japanese mainland.
Against Japan itself little could be achieved,
as all important places are well fortified. Of
the three entrances to the Inner Sea, which
gives access to the heart of Japan, the Straits
of Shimonoseki and the Kii Channel are forti-
fied, whilst the Bungo Channel can, I believe,
be mined to a certain extent. In the Korean
Straits Japan has the fortified island group of
Tsushima, which is connected by cable with
Fusan and Ikishima. Thus it will be seen
that Japan is admirably equipped as regards
natural defences.

The Japanese docks are the finest in or-
ganization and accommodation in the Far
East. Her modern ships, too, are built with
docking keels, thus rendering the lengthy pro-
cess of storing up unnecessary. There are
twelve docks capable of taking battleships, or
almost enough to hold all the battleships at
the same time, whilst the docks capable of
taking cruisers and torpedo craft are no fewer
than seventeen. The docks are distributed as
follows:—Yokohama, 2 large; Tokyo, 1 small;
Yokosuka, 1 large and 2 small; Sasebo, 2 large
and 1 small; Uraga, 1 very large and 2 big
enough to take a medium-sized cruiser; Osaka,
8 small; Nagasaki, 1 large and 2 small; Hak-
odate, 1 large; Kure, 2 large; Kobe, 1 medium
size. (These figures are for 1904.) At Port
Arthur, in 1904, there was one dock, 440 feet
long and 90 feet wide, with 34 feet of water
over the docks sill at the entrance.

THE STRAITS LONG-CREDIT
SYSTEM.

Dealing with the meeting held at the offices
of the Borneo Company in Singapore for the
purpose of arriving at an agreement to reduce
the terms of credit, the correspondent of *The
Times* says:—

Generally speaking, it may be said that the
credit given by the leading English houses here
is as follows:—Piece goods, 75 days; rough
goods and provisions, 90 days. The larger
German houses give three months credit, and
are not so pressing in demanding payment
on due date; while in a few exceptional cases
foreign houses have been giving six months'
credit, but have not pressed for payment for
nine months. At the meeting of the importers
at which British, German, Dutch, and Swiss
houses were represented, it was mentioned
that 25 years ago most goods were sold for
cash, paid on delivery, or as soon as the bills
were made out, the buyer receiving 3 per cent.
discount. Later, the custom was extended to
cash in 30 days, less 3 per cent, and so until
the present unsatisfactory terms became cur-
rent. It means that if the importer desires to
show the actual cost of his goods he has now
to add a much higher percentage to his cost
than he did a few years ago, owing to the
extended credit he is giving. British Malaya
and the Netherland Indies are pre-eminent in
respect of the long-credit system; but in Java
there has recently been some improvement.
In China, the Philippines, and India, importers
incur much less risk, owing either to terms
of credit being much shorter or to a guar-
antee system being in force. In the last nine
and a half years, importers have lost in the
Singapore bazaar no less than \$1,700,000, and
even allowing for dividends and compositions
(much of which is never paid), the net losses
are over \$1,000,000. Startling enough as this
figure is, it is generally believed that Penang
importers have suffered more severely *pro rata*.

At the half-yearly meeting of the Penang
Chamber of Commerce, the chairman (Mr.
Cecil Guinness) said that one thing might be
guaranteed by the late troubles, and that was to
give a death-blow to the unhealthy system of
doing business on long credit. "All the speak-
ers at the Singapore meeting were of the same
opinion as Mr. Guinness, but there was a
difficulty in getting the representatives of the
importing houses to agree to a rigid system of
restricted credit. One merchant proposed the
following terms on which goods should be
sold:—Cash on delivery, 5 per cent. discount;
30 days' credit, 3 per cent. discount; 45 days
credit, no discount; and on no account should
credit exceed 45 days. He proposed the
formation of an importers' association under
the auspices of the Chamber of Commerce,
and the imposition of penalties on mem-
bers infringing the rules. He also proposed
giving the dealers six months' notice of the
change. Subsequent speakers doubted whether
the different houses would agree to this hard
and fast system, and eventually a committee
was appointed to go into the matter thoroughly.

Great diversity of opinion exists, and at
the last meeting, when it was proposed to
notify the goods dealers that from the Chinese
New Year (Jan. 22) the terms of credit would
be strictly limited to 60 days for payment of
goods bought, an amendment was carried
deciding not to do anything unless every go-
down (business house) found itself in a posi-
tion to agree and abide by the original pro-
position. This stultifying amendment would,
apparently, leave matters where they were;
but it is satisfactory to be able to state that
several of the big houses are enforcing their
own terms of short credit, and hope is enter-
tained that the attempt to bring all the houses
into line will not be entirely abortive.

CHARTERED BANK'S NEW
LONDON BUILDING.

ON THE SITE OF CROSBY HALL; AN
ARTESIAN WELL AND STRONG ROOMS.

Crosby Hall has gone, and on its site is ris-
ing a modern building. The old hall has gone
and Bishopsgate will know it no more; but its
shape will be retained and the banking house
designed for the Chartered Bank of India,
Australia and China will add yet another to the
already long list of substantial—solid perhaps
would be a better word—and costly erections
of the twentieth-century City.

It has been no easy task for the architects,
Messrs. Gordon and Gunton, to plan a build-
ing for the site. On every hand, and at every
turn they have been met with demands on the
part of adjoining owners in connection with
ancient lights, while the question of air has
also presented difficulty. These troubles,
however, have been successfully overcome, but
in consequence of them the architects have
found their hands tied, and designs have had
to suffer.

The building generally may be loosely de-
scribed as Italian Renaissance. The Bishop-
gate Street front is on an Aberdeen granite
base, and consists of four bays, with a high
basement, the whole being relieved through-
out by two of the upper floors, and are capped by
an attic storey covered with green Westmoreland
tiles. These tiles, which have been an out-
standing feature of certain buildings further
west, add a pretty touch of colour to a street
which may be described not unfairly as drab.
In Great St. Helen's the old lace has been
followed, and the same scheme employed with
modifications due to the questions of light and
air already mentioned.

The interior is more interesting still. The
basement, which is 24 feet below the level of
the ground, contains two very unusual features.
One is an artesian well, which is already 350
feet deep, and is designed to reach 450 feet in
depth and the other a very wonderful set of
strong rooms.

THE ARTESIAN WELL,
of course, is the outcome of the recent Water
Charges Act of the Metropolitan Water Board
and is but another indication of the reply of
the City and its business men to the injustice
of Parliament. On the roof, storage to the
extent of 15,000 gallons has been provided.

THE STRONG ROOMS
are to be the finest ever constructed, and are
well worth describing. The building—for it is
really a separate building—consists of an inner
strong room, surrounded by a thick fire-
proof corridor ten feet wide. The whole is
covered with a roof of ferro-concrete, 16 inches
thick, and strong enough to support the whole
weight of the edifice, should it, in case of
fire, fall. By this method the contents of the
room will be preserved in any contingency.

The wall of the inner room is 11 inches thick
and is made of solid steel, and steel rails filled
with concrete. The floor beneath is 2 feet 6
inches thick, and covered with six inches of
iron plating. Here, too, are to be placed the
heating arrangements, and space has been
left for tenants' strong rooms. Above the
basement proper is a sub-ground floor, which
will be used for lavatories and stores. On the
ground floor, of course, be

THE GREAT PUBLIC BANKING HALL.

It will be as fine as any other similar hall in
the City, although, of course, not so large. Its
height will be 23 feet. The walls will be in
white marble, while Papyrus marble columns
and pilasters will serve as support and
ornament. The ceiling will be a beautiful
specimen of the moulder's art. The usual
bank fittings and fixtures will be in mahog-
any. Beyond this hall—actually on the
site of the old banqueting hall, running from
Great St. Helen's on the one side, to Crosby
Square on the other—will be the staff and
managerial rooms, and above this a mezzanine
floor for lady clerks. On the first floor the
secretary's and manager's offices will be situ-
ated, and a beautiful board room will look,
by means of an oriel window on the quiet and
seclusion of Crosby Square. All these floors
are to be connected by a grand solid marble
staircase.

THE UPPER STORIES,
designed for letting, will be completely cut off
from these premises. Their entrance will be
in Crosby Square, the intention of the Board
being to let the second to the fifth floors. The
ventilation of the banking portion of the pre-
mises will be on the Plenum system. Cold
air will be taken in on the roof, brought down
to the basement, filtered, washed, and then
sent through the various rooms of the estab-
lishment. The foul air, in its turn, will be
drawn up from the ceiling and ejected. All
this will be done by electricity.

Altogether the new offices of the Chartered
Bank promise to be as convenient and com-
fortable as they are modern; and even if some
of its still lament, Crosby Hall, we have the
satisfaction of knowing that the directors of the
bank will have added to the City a building of
which the City has every right to be proud.
City Press, Oct. 2.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.

Ladies' Dresses and Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PATCHES, or old ENVELOPES to be made
into Books for the Children of the Poor School.
and are taught by the Sisters.

Practising since 1870.

Intimations.

MOTHERS SHOULD KNOW.
The troubles with multitudes of girls is a
want of proper nourishment and enough of it.
Now-a-days they call this condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period;
the story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WAMPOLE'S PREPARATION
and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation,
its application has never failed us in any case,
even the most aggravated bordering on
consumption. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.

CHINESE ENGINEERING & MINING
CO., LTD.

A FINAL DIVIDEND of One Shilling and
Six Pence per Share, free of tax, has been
declared by the Directors of the above
Company, making a total of 15% for the year
ending 29th February, 1908.

Coupon No. 11 is payable on 2nd November
at the Chartered Bank of India, Australia &
China, and the Russo-Chinese Bank at Tien-
tsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 2nd November, 1908.

FABST BREWING COMPANY,
MILWAUKEE

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIRMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA
Hongkong, 20th July, 1907.

O. C. MOOSA,
1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 30th September, 1908.

HONGKONG ST. ANDREW'S SOCIETY.
ST. ANDREW'S BALL 30th November, 1908,
and
THREE PRACTICE DANCES,
WEDNESDAY, 11th, 18th and 25th November,
from 5 to 7 P.M.

SCOTSMEN (Naval, Military, or Members
of the Civil Community) desiring to Sub-
scribe to the above are requested to forward
their names to the undersigned.

No Scotsman can attend the Dance and
Practices but as a Subscriber.

DAVID WOOD,
Hon. Secretary.
H-mong, 6th November, 1908.

FRENCH STORE
(late A. Chazalon & Co.),
6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment
of AMERICAN GOODS comprising
the following:—

SALT HERRINGS, MACKERELS,
SALMON BELLIES, CADPISH
BLOCKS, SPICED NORWEGIAN
ANCHOVIES, SARDELES,
CANNED FRUITS, ASPARAGUS,
&c., &c., &c.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.
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Mr. Henry Hainthausen—I agree with Mr. Hoopes.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI LIBEL CASE.

"CHINA GAZETTE" EDITOR
PLEADS JUSTIFICATION.JUDGE WILFLEY TO BE CALLED AS A
WITNESS.

[From Our Own Correspondent.]

Shanghai, 10th November,
4 p.m.

Mr. Henry O'Shea, Editor and Proprietor of the *China Gazette*, against whom an action has been brought, claiming reparation for having, it is alleged, libelled Judge Wilfley, over the impeachment case in which His Honour was concerned, has entered a plea of justification in answer to the charge.

The Crown Solicitor has intimated that he will call Judge Wilfley finally to rebut the defendant's allegations.

EMPEROR KWANG SU ILL.
PHYSICIANS SUMMONED.

[By courtesy of the "Sheng Po."] Peking, 9th November:

Emperor Kwang Su is still suffering from indisposition.

Urgent telegrams have been dispatched to Viceroy Tuan Fang requesting His Excellency to summon the most eminent physicians to proceed to Peking without delay.

[Reuter's.]

Launch of a British Battleship.

LONDON, 8th November.

The *Collingwood*, the sixth and most powerful vessel of the *Dreadnought* class, has been launched at Devonport.

Austria-Hungary.

The Austrian Cabinet has resigned on the question of racial difficulties.

The foreign policy is not affected.

Stock Boom in the United States.

American stocks are buoyant.

The biggest sales for 26 months took place on Friday.

Germany.

The ultra-loyal Conservatives in the Reichstag, while refusing to support the Liberal proposal to pass a resolution against the interference of the Kaiser, have issued a manifesto hoping that greater reserve will be shown in future inasmuch as the Emperor's remarks have frequently embarrassed the foreign policy.

MARINE COURT.

DUMPING RUBBISH INTO THE HARBOUR.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Policeman M. O'Connor charged Leung Ming, master of a trading junk, with depositing rubbish (straw) in the harbour on the 7th instant.

P. C. O'Connor stated that at 11.30 p.m., on the 6th instant, he saw a lot of straw floating on the water in Yau-mai Bay. He went along the defendant's junk and found him kicking straw overboard. All the straw that witness could see obviously came from defendant's boat. There was a continuous pile of it about three feet high coming from the particular junk. The crew were unpacking some cases and throwing the straw thus unpacked into the water.

Defendant denied that either he or his crew threw anything overboard.

A fine of \$15 was the penalty imposed.

CARRYING AN EXCESS OF PASSENGERS.

Policeman Sergeant Jackson proceeded against Sim P, owner of an unlicensed coolie boat, with carrying five persons in excess of the number allowed by his license on the 5th instant.

Prosecutor stated that at 7.15 a.m., on the 5th, he stopped defendant's boat off West Point and counted his passengers. There were fourteen all told on board at the time.

Defendant was fined \$10.

DISOBEYING HARBOUR MASTER'S INJUNCTION.

Inspector Dymond, in charge of the Aberdeen Police Station, preferred a charge of disobeying the lawful commands of the Harbour Master by causing an obstruction in Aberdeen Harbour on the 8th instant against five boatwomen.

Inspector Dymond stated that at 11 a.m., on the 8th inst., the defendants had their boats anchored off the boat-building yards at Apichau, where they have frequently been warned not to anchor.

The first defendant wisely refrained from offering any excuse. The second defendant frankly stated that it was easier to anchor there. The third defendant said she was waiting for someone to anchor. The last two defendants pleaded that they always anchored there.

The first, second, fourth and fifth defendants were each fined \$2.50, while the third defendant was fined \$5 out of \$5.

REDUCTION OF CAPITAL.

MASSRS. OWELL AND COMPANY'S PETITION.

In the Supreme Court, this morning, Mr. E. E. Pollock, K.C., with whom was Mr. M. J. D. Stephens, moved before the Chief Justice (Mr. Francis Piggott) for permission to reduce the capital of Messrs. William Powell and Company, Ltd., from \$150,000 to \$105,000.

It was stated in the petition that the original capital was \$150,000, divided into 12,000 shares of \$12.50 each, and by special resolution duly passed at an extraordinary general meeting of the company held on the 18th May, 1905, and duly confirmed at a subsequent general meeting held on the 6th June, 1905, the capital was increased to \$150,000 by the creation of 3,000 new shares of \$12.50 each. By special resolution of 25th September, 1908, a resolution was put forward to reduce the capital from \$150,000 to \$105,000 by reducing the par value of the shares from \$12.50 to \$7. The reason for this was that \$45,000 out of the capital had been lost by reason of the depreciation of stocks and was unrepresented by available assets. The reduction of capital did not involve either the diminution of any liability in respect of the capital, or the repayment to any shareholder of any paid-up capital.

The Chief Justice remarked, after Mr. Pollock had concluded, that the fact that Messrs. Powell and Company had unprofitable trading did not mean that there should be a reduction of capital.

Mr. Pollock said that although the company had not paid a dividend lately it had done so in the past, and dividends, as all knew, came from profits. The loss they had encountered was to the extent of \$45,000 due to the depreciation of stock.

The Chief Justice—Why \$45,000 and not \$50,000?

Mr. Pollock—That was the amount by which the proceeds of the stocks failed to come up to the capital.

Mr. Hinds, the chairman of directors of the petitioning firm, who was called to the Court to answer certain questions, was asked by the Chief Justice to say, approximately, whether the amount of old stocks in which he invested the original capital were still in his hands.

His reply was in the affirmative.

The next question was whether there were many Chinese shareholders in the firm. "Very few," was the answer.

The Court granted the application, at the same time instructing Mr. Pollock to have the matter advertised in one Chinese newspaper once and in two European papers—a morning and an evening.

THE SPLITTING NOISANCE.

BYE-LAWS FOR RE-CONSIDERATION.

It may be remembered that, at the meeting of the Sanitary Board held on the 31st March last, it was decided to let this matter stand over for six months and that the Registrar-General be asked to draw up a form of notice in Chinese forbidding spitting. This afternoon, at the fortnightly meeting of the Sanitary Board, the bye-laws were brought up for reconsideration.

Mr. Henry Humphreys intimated:—There would be very few prosecutions. The fact of the offence being punishable would alone stop the nuisance, to a great extent in public buildings or semi-public buildings. Certainly, notices should be put up and spitoons provided as suggested by Mr. Lau Chu Pak.

Mr. Lau Chu Pak:—Since notices were put up in my office and spitoons provided, I have had no occasion to complain. If the same step was taken everywhere, there would be no necessity for these bye-laws.

The Hon. Registrar-General:—How many prosecutions will there be daily? Several hundreds, I imagine. The extra work thrown on the Police and Courts will be considerable. Has this been sufficiently considered? In spite of notices, the emigrants (strangers) to Hongkong and ignorant of the law offend daily in this office. A constable should be stationed here. He will get plenty of cases.

The Director of Public Works:—The minutes in S. B. O. 1664/1907 require revision. They are almost unintelligible in places.

A QUESTION OF DIET.

PARSEE AND HINDU'S "CHOW" DISCUSSED.

Some amusing evidence was adduced in an action which came on for hearing in the Supreme Court, this morning. Dr. R. Captain, of 25, Hollywood Road, summoned J. Tejomall, a trader, of 34, Queen's Road, to recover the sum of \$146.12, being as to \$150 food and goods alleged to have been supplied to defendant and his servants; \$37.50 for a draft purchased for the defendant and sent to Hyderabad; and \$58.52 goods sold to the defendant. Tejomall brought a cross-action to recover \$596.62 balance for money lent and goods supplied.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for Captain, while Mr. J. H. Gardiner, of Messrs. Britton and Hett, represented Tejomall.

It was alleged that plaintiff supplied defendant and a number of his employees with food for some time, without payment. This was denied by the defendant, who asserted that this could not have been the case as plaintiff was a Parsee while he was a Hindu and Parsee and Hindu never ate together.

Mr. Gardiner (to a witness)—Do Hindus and Parsees feed together?—No.

They have different ways of cooking?—Yes.

Mr. Grist—Do you know Tejomall to be a Hindu?—Yes.

And he lived with Captain?—I don't know.

Don't you know?—I know he lived in the same house.

Do you know if he "chewed" with plaintiff?—I don't know.

Mr. Gardiner—Is it not customary for Hindus and Parsees to "chow" together?—No.

Further evidence was heard and the case was adjourned.

THE PEAK TRAGEDY.

HOW THE SHOPEEKER WAS KILLED.

THE OFFICIAL STORY SHOWING THE CAUSE OF THE TRAGEDY.

The trial was opened in the Police Court, this afternoon, of the three men—Kwok Leung (24), Li Shek Shun (23), chair coolies, of 51, Mount Kailash Road, and Chu Kam (38), a washerman—for the murder of a shopkeeper, Ku Tung, at the Peak, on the 22nd October last, particulars of which were published at the time.

Sergeant McKay, of the Peak Police Station, and Detective Sergeant Terrell conducted the case for the prosecution, the first two defendants being represented by Mr. Atkinson, of Messrs. Deacon, Looker and Deacon.

A large crowd had assembled in the court room when Ku Kam, a relative of the deceased, was called to the witness stand. He said he lived at the "Li On" Club, and had known Ku Tung for a long time. The witness then proceeded to relate the tragic incident, which led to the tragedy. On the morning in question witness left the "Li On" and came to town for a walk. At about noon he met Ku Tung, who invited witness to return with him to the Peak. He consented and both got into a rickshaw, which left the station shortly afterwards. Ku Tung and witness occupied the back part of the rickshaw, which contained three benches—Ku Tung being seated on the corner of the end bench, next came witness, and on his side a Hok-lo. Half way up the Hok-lo raised himself and sat on the back of the bench. In so doing he placed his foot on Ku Tung's leg, soiling his clothes. Ku Tung, addressing the Hok-lo, said: "Friend, remove your foot." The Hok-lo refused, and challenged the shopkeeper to fight. Nothing more was said until the Peak was reached, when the Hok-lo repeated his challenge to fight. Ku Tung said he did not want a fight, and proceeded on his way, accompanied by witness, the Hok-lo following. Near the power house the Hok-lo overtook them, and went ahead. Ku Tung then quickened his pace, but witness remained behind, undoubtedly scenting trouble. The next thing he saw was a number of Hok-los attacking Ku Tung. Witness took flight and returned to Hongkong.

The Court—Did you come down in a tram? Witness—No. I walked all the way down.

Were the Hok-los who were attacking Ku Tung in uniform?—Yes.

Do you identify any of the men in dock?—No.

What clothes was the Hok-lo in the tram wearing?—He was wearing a white uniform.

How far behind were you walking when Ku Tung was struck?—About four cheng (close on fifty feet).

Mr. Atkinson (cross-examining)—Do you understand the Hok-lo dialect?—No.

Did Ku Tung?—I don't know.

How was it that you said that Ku Tung spoke to the Hok-lo in the tram?—They only spoke a few words.

And you understood the conversation, not knowing the Hok-lo dialect?—I know a few words.

When you first met Ku Tung he was walking in the direction of the Peak?—Yes.

Where did Ku Tung do business?—In Jubilee Street.

I want to know in what order you left the car when it arrived at the Peak?—The Hok-lo left first; Ku Tung and I together.

What was the Hok-lo in the tram carrying?—A bamboo pole and a basket.

Were there any bamboo trees near the place where the attack took place?—Yes.

On your left or right hand side?—I don't know those things.

Where were the bamboo trees?—Where they are. (Laughter.)

What did the Hok-los strike Ku Tung with?—I saw a bamboo pole and a smoking pipe.

Where did these Hok-los come from? Surely they did not sprout up from the ground?—I don't know.

Have you any idea of the cause of the fight?—Yes.

Well, what was it?—The tram affair.

And you imagine that the Hok-lo in the car called out other Hok-los to attack Ku Tung?—I don't know; but I saw the Hok-lo on leaving the car run away.

What was Ku Tung doing when he was being attacked?—He fell down.

When did you hear that Ku Tung died?—The next day.

What did you do? What steps did you take?—Did you tell the police you knew everything?—No, I was scared.

How did the police find you?—At the "Li On."

How many days after that?—About three days.

So you remained silent all this time?—Yes.

The next witness was Yu Yung, a sergeant at the Peak. Shortly after eleven o'clock that morning he met Ku Tung leaning up against the iron bars of Jardine's coolie quarters.

When witness met Ku Tung he was on his way to visit his nephew.

The Court—When you first met Ku Tung what was he doing?—He was walking.

Did you speak?—Yes.

Did anybody else join in the conversation?—No.

What was said?—He addressed me as "Ah Suk" (uncle). I asked him if he was coming to my place. He said he would. As we were speaking, the second defendant came up and stepped on Ku Tung's foot. Ku Tung asked him where he carried his eyes? The second defendant swore at him. Ku Tung said: "You stepped on my foot and then you swear at me?" The coolie then turned round and, walking a few paces in the direction of Jardine's house, called loudly: "Lal, ah, lah, ah!" (Come, come). Six or seven men, all armed with poles, rushed from the coolie quarters of Jardine's house and ran towards Ku Tung. They attacked and poked him with their weapons.

The witness considered the third defendant, who was also in the group, and the man who was

the worse of all, from the way they attacked the man. Becoming scared, witness ran down the road. Near the church he met Chinese policeman 257, whom he asked to accompany him to the station. On the way he reported the matter to an Indian, and then to the officer-in-charge at the station. Leaving the station with Sergeant McKay and P. C. Farquharson, witness proceeded to the spot. Half way he saw a man lying down the hillside, partly covered with a quilt. The man was Ku Tung, and he was unconscious.

In cross-examination, witness said he saw the second defendant being chased by the police and arrested. From the time witness first met Ku Tung to the time the fight started some ten minutes elapsed.

At this stage the hearing was adjourned as it is Mr. Wood's intention to inspect the scene of the murder.

CANTON DAY BY DAY.

THE KING'S BIRTHDAY.

[From Our Own Correspondent.]

Canton, 9th November.

In honour of the anniversary of the birth of H.M. King Edward VII., the members of the British community here observed to-day as a public holiday. The British Consul was "at home" to a number of guests, both foreign and Chinese. H.E. the Viceroy, Chang Jen-chou, called on the British Consul at 9 o'clock in the morning to offer their congratulations. All steamer in the harbour are dressed for the occasion. Sports will be held at the Recreation Ground, on the Shamen, under the auspices of Consul-General Fox. The programme is quite a work of art from a typographical point of view and was got up by Messrs. Noronha & Co., the local printers. It should form an interesting souvenir to home friends from participants in the day's rejoicings.

A WARNING.

The Canton Self-Government Society has issued another circular urging the populace to remain perfectly pacific to the instigations of anti-Japanese agitators. The circular warns the people not to give way to any riotous outbreak so as to prevent any differences between China and Japan.

A DISTINGUISHED VISITOR.

H. E. Liang Tuo-in, one of the special commissioners to welcome the American Fleet at Amoy, who is a native of the Shunlak district, is now on one month's leave of absence and arrived here on the 8th instant by the revenue steamer *Ping Ching* of the Amoy Customs on route to that district. He pays a home visit. On landing here H. E. Liang called on H. E. the Viceroy who returned the call the same day. H. E. Liang whilst in Canton took his temporary residence on a flower boat, and left this morning for his home.

A RAILWAY DISTURBANCE.

On the 7th instant, the railway labourers in Ching Yuen district, on the 6th section of the Canton-Hankow Railway, through some unknown cause in connection with one Li Ching Chao, a member of the staff of the railway company, went on strike. In a short time a large number of people collected there, all bent on assaulting Li. Fortunately, through the good services of the local gentry, in co-operation with the railway engineers, the crowd was at last dispersed and the trouble settled. The coolies shortly after resumed their work again.

FAMINE IN THE NORTH.

A joint telegram from H. E. Chang Chih-tung and H. E. Lu Chuan Lin has been received by the Viceroy stating that famine is prevailing in the prefectures of Tientsin, Ho Kan and Sok Ping, and that the sufferers are in urgent need of assistance. Viceroy Chang is asked in the telegram to solicit subscriptions in Canton for the relief of the unfortunate people in the Northern province.

SLAUGHTER-HOUSE AT

NAI-SHUI-PO.

A CONTRACTOR'S APPLICATION.

The following application from a contractor for permission to establish a slaughter-house at Sam-shui-po was laid on the table at the meeting of the Sanitary Board this afternoon:—

1.—There have been 40 heads of swine less every day for slaughtering since the slaughter house was removed to Ma-tan-kok, and this is on account of some of the pork stall-holders sending their swine to Sam-shui-po for slaughtering so as to avoid paying slaughtering fees.

2.—He requests that he may be allowed to open a slaughter-house at Sam-shui-po; if his request is refused, it is very hard for him to start the contract even for half the amount of what he has already offered to the Government; so he dares not to start the contract and he is now willing to let his \$250, which he has deposited, be forfeited.

3.—The present contractor has already lost \$250.

4.—The swine which they slaughtered at Sam-shui-po every day are for Yau-mai-lai, Mongkok, Tai-kok-tai and Hongkong. If the Government refuse to open a slaughter-house at Sam-shui-po, there will be probably no more swine for the slaughter-house to slaughter at all.

The Hon. Mr. E. A. Hewitt intimated:—The contractor should certainly be protected.

Mr. A. Shelton Hooper:—What is the departmental order referred to? I think the contractor should be protected.

The Director of Public Works:—A road is nearing completion now which materially reduces the distance between the slaughter-house and Sam-shui-po district. Other roads will follow which will improve communications. The distance will be considerably less than from the Kennedy Town slaughter-house to Wanchai Market.

A Trade Commissioner is to be appointed to the Straits Settlements and Islands of the South Pacific by the Chinese Government, whose duty will be to encourage trade between those regions and the part of China.

Today's

Advertisements.

AL FRESCO FETE.

in aid of the Funds of the

SOCIETY OF ST. VINCENT DE PAUL.

Under the Most Distinguished Patronage of H.E. the Governor, Sir Frederick Lugard, to be held in the

COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

ON

SUNDAY,

15th November, 1908, from 9 A.M. to 11 P.M.

Admission Ticket.....\$1.00

which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

The public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 15th inst.

Tea and Cakes will be served during the afternoon.

By kind permission of the Commanding Officer and Officers the Band of the 13th Rajputs will play from 9 to 11 P.M.

Tickets can be obtained from to-day at Messrs. Grace & Co., 27, Des Voeux Road, and at the Roman Catholic Cathedral Compound on Sunday, the 15th inst., from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete.

Hongkong, 10th November, 1908. [976]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 14th November, 1908, at 11 A.M. at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE QUANTITY OF

WINE AND SPIRITS,

Comprising:—

PORT WINE, DUNDEE WHISKY,

ROYAL CROWN SCOTCH WHISKY,

AMERICAN RYE WHISKY, PERINET

FELS CHAMPAGNE, MARIE BRIZARD

and ROGER COGNAC, CURMILL & CO'S

COGNAC, MARASCHINO, ANISETTE,

APRICOT BRANDY, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th November, 1908. [977]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAIYANG"

Captain Hodgins, will be despatched for the

above Ports, on FRIDAY, the 13th instant,

at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO.,

General Managers.

Hongkong, 10th November, 1908. [975]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SEVERIC,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

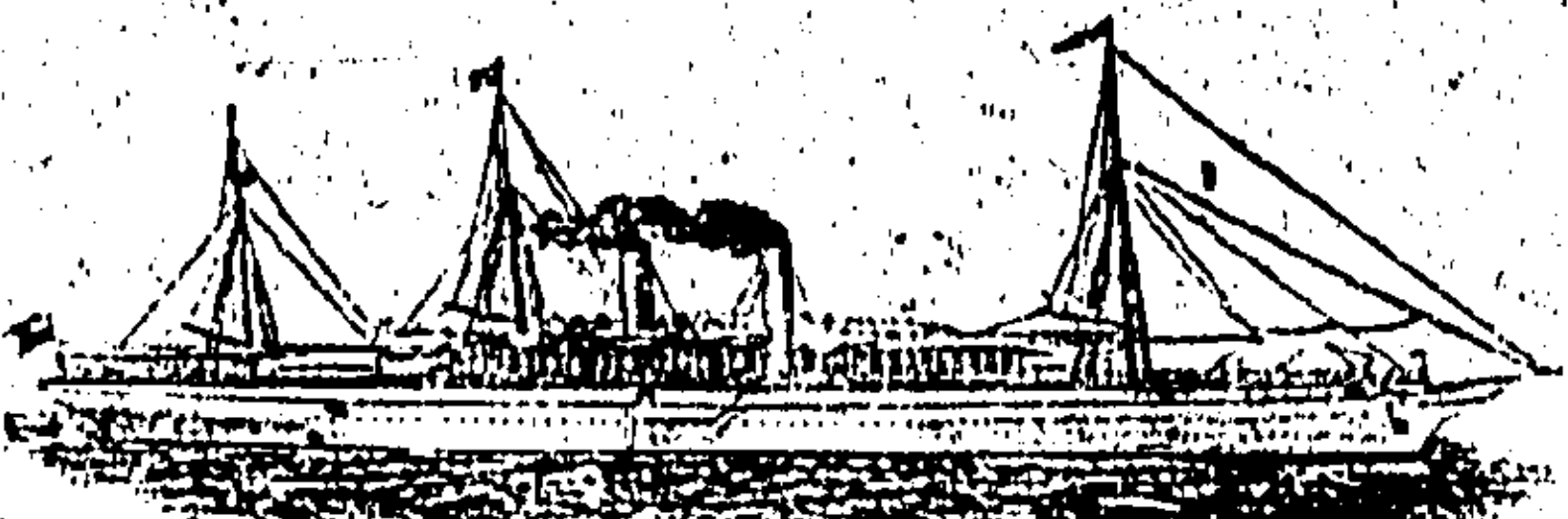
DODWELL & CO., LIMITED,

Agents.

Hongkong, 10th November, 1908. [110-20]

ERRECTION OF CUBICLES.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 19th	Jan. 5th, 1909.
"EMPRESS OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
"EMPRESS OF CHINA"	6,000	SATURDAY, Feb. 13th	March 6th

"EMPRESS" steamships will depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Hind Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Pender Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	CHONGSANG	THURSDAY, 12th Nov., Noon.
SHANGHAI	CHONGSANG	THURSDAY, 12th Nov., 4 P.M.
TIENSIN via WEIHAIWEI and CHEFOO	CHONGSANG	FRIDAY, 13th Nov., Noon.
MANILA	YUENSANG	FRIDAY, 13th Nov., 4 P.M.
MANILA	YUENSANG	FRIDAY, 13th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	CHONGSANG	FRIDAY, 20th Nov., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 21st Nov., Noon.
S'GAPORE, PENANG & CALCUTTA	FOKSANG	FRIDAY, 17th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers Kiang, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Chefoo, Tientsin & Newchwang for Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 10th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To SAIL.
HOIHOW & HAIPHONG	HUPH	17th Nov., 8 A.M.
TIENSIN	KUICHOW	19th " 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, WIN, THURSDAY 1 & AUSTRALIA	CHANGSHA	21st "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 26.
Hongkong, 10th November, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon: amidehips—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	Almond	MANILA	SATURDAY, 14th Nov., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 21st Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th November, 1908.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Hood, will be despatched as above on THURSDAY, the 12th Nov., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st October, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To SAIL
Bowyer	6,232	Shotton	Nov. 19
Kumera	6,232	Cowley	Dec. 17
Bowyer	4,479	Boyd	Jan. 14
Bowyer	4,445	Mathie	Feb. 11

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Building,
Hongkong, 10th October, 1908.

HONGKONG, NEW YORK & BOSTON.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA
PORTS—AND—SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE"

For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 22nd October, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"
will be despatched for the above Ports on or about the 30th November, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 29th October, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"

"KWONG SAI"

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey

Meals

YUEN ON S.S. CO., LTD.,
and
SHIU ON S.S. CO., LTD.
No. 1, Queen's Road West,
Hongkong, 2nd Nov. 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 8,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valerables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. Egypt, due in London on 26th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 12th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 10th November, 1908.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
Captain Pedone, will be despatched as above on SATURDAY, the 14th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 10th November, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "WRAY CASTLE"

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th November, 1908.

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGS (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the first time that a remedy, which is so simple, so effective, and so safe, has been discovered for the cure of all the diseases of the human system.

It is a discovery of the greatest importance, and one which will revolutionize the medical world.

It is a discovery which will save millions of lives, and which will bring about the most complete and permanent cure of all the diseases of the human system.

It is a discovery which will bring about the most complete and permanent cure of all the diseases of the human system.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 7th November, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lan

" Sausages—Ngau Yuk Cheung

" Bullock's Brains—, Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-tan-keok

" Mutton Chop—Yeung Fai Kwai

" Leg—Yeung Fai

" Shoulder—Yeung Shau

" Pig's Chitlings—Chi cheung

" Brains—Chi Keok

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pal Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Pel

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pigs, To Order—Chu Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

FRUITS.

Almond—Hung Yau

Apple, (California)—Kam San Ping

" (Chefoo)—Tin Chun Ping

" Small—Hoi Tong

" Canned—Fan Lai Chi

" Bananas, fragrant, Canton—Sang Sheng

" (brides), Macao—San Heng Chiu

" Chestnuts, Chinese—Foong Lut

" Carambola—Yeung Ton

" Cocoanuts—Yeh Tai

" Grapes—Sia Tai Tsai

" Lemons, China—Ning Moong

" Lichees, Small Stone—Lai Chi Con

" Fresh, Lai Chi

" Limes, (Saigon)—Sai Kung

" Moong

" Mango, Manila—Lui Sang Moong

" Mango, Saigon—Sai Kung Moong

" Mangosteens, San Chu Tak per 100

" Oranges, Tim Chang

" Small—Tai Kut

" Mandarin—Tim Kut

" Olives—Pak Lam

" Passion Fruit

" Pears, (American)—Kam San Shui Li

" (Canton), Cooking—Sai Li

" (Shanghai)—Sheng Hoi Li

" Peanuts—Fa Sang

" Perimmons, Large—Hung Chie

" Pine-apples, 1st quality—Sheng Foon

" 2nd quality—Chung-tang

" Paw-law

" Plateaus—Tat Chiu

" Plums, Swatow—Hung Lai

" Pomegranates, Siam—Chim Lo Yau

" Walnuts, Hop Ton

" Green—Sang Hop Ton

" Shanghai Lo Kwai

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah

" Chi Chai

" Beans, (French) Macao—Oh Moon Pin

7, Mrs. M. Kelly, W.
Mr. Klat, L. P.

Allen, W. F.
 Alcland, Mr. and Mrs.
 M. C.
 Bradford, Mrs.
 Barton, Mr. and Mrs.
 H. G.
 Alexander, A. C.
 Alcland, Mr. and Mrs.
 J. H.
 Hbbis, M.
 mory, Miss
 Ayra, Mr. and Mrs.
 ulmore, J. J.
 ranko, W. F.
 rank, J.
 Sledge, J. C.
 Dough, Dr.
 Clark, Mrs. A. M.

Kinschla, Mrs. M.
 Lyclerd, G.
 Marcovitz, Mr.
 McConnell, Dr. H. A.
 McKeith, T. W.
 Millicott
 Morse, G. A.
 Nally, H.
 Rhodes, F.
 Robinson, F. W.
 Schuben, J. E.
 Sears, J. N. A.
 Berrado, J.
 Silver-Matto, Mr. and
 Mrs.
 Sledge, E. E. and child
 Varad, Mr. and Mrs.
 Waters, G. H. & family

GRAND CARLTON.

Golden, S. J.
 Gale, W. M.
 Chause, Mr. and Mrs.
 Dale, E. G.
 Daniel, F. W.
 Daniel, W. J.
 Davies, F. O.
 Dray, J.
 Gay, G. M.
 Hugh, Dr. L.
 Luck, S.

Lee, Mr. and Mrs.
 McKee, Mr. and Mrs.
 Newman, K.
 Pughs, P. C.
 Rgey, Miss
 Royas, H.
 Ribb, Madame
 Rigge, H. E.
 Roland, A. J.
 Shield, G.
 Stevens, F. H.

PEAK.

Lauling, Albert E.
 Lawford, L. H.
 Martin, R.
 Mitchell, R.
 Mouthill, Esqr.-Gov.
 and Mrs.
 Mroos, A.

son, Mr. Paston,

CAPTAIN.		LAST REPORT.	
C. T. K. Fuller	2	Hongkong	
C. Ryan	2	Hongkong	
... ..		Hongkong	
... ..		Hongkong	
... ..		Shanghai	
... ..		Shanghai	
... ..		Hongkong	
... ..		Hongkong	
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... ..		Shanghai	
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... ..		Hongkong	
... ..		Hongkong	
... ..		Hongkong	
... ..		Yangtze	
... ..		Jessellton	
... ..		Hongkong	

Mr J. White	W
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Commander Alan Dixon	Yankee
Barlow	Hongkong
al R. H. S. Stokes	Hongkong
Master H. R. Godfrey	Yankee
Master H. T. Atlay	Yankee
Stevenson	Hongkong
Master H. P. Douglas	Singapore
Master J. Kiddie	Hongkong
Master J. F. Knox	Yankee
Mr. H. R. V. Cottrell-Durme	Yankee
Master G. R. Livingstone	Yankee

ter-to-Chief.

STATION.	
MANDATING OFFICERS.	LAST REPORT
er Fournier	Hongkong
er Fournier	Canlon

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[illegible]

